Maryland Inventory of Historic Properties MHT Number AL-V-B-308
Historic Bridge Inventory
Maryland State Highway Administration
Maryland Historical Trust

Name and SHA No. Locust Grove Road over Wills Creek/A6310

Location:
Street/Road Name and Number: Locust Grove Road

City/Town: Locust Grove Vicinity __

County: Allegany

Ownership: __State x County__Municipal__Other

This bridge projects over: __Road__Railway x Water__Land

Is the bridge located within a designated district:__yes x no

__NR listed district__NR determined eligible district
__locally designated__other
Name of District_____

Bridge Type:

__Timber Bridge
__Beam Bridge__Truss-Covered__Trestle
__Timber-and-Concrete

__Stone Arch

__Metal Truss

__Movable Bridge
__Swing __Bascule Single Leaf__Bascule Multiple Leaf
__Vertical Lift __Retractile__Pontoon

x Metal Girder
x Rolled Girder __Rolled Girder Concrete Encased
__Plate Girder __Plate Girder Concrete Encased

__Metal Suspension

__Metal Arch

__Metal Cantilever

__Concrete
__Concrete Arch __Concrete Slab__Concrete Beam
__Rigid Frame
__Other Type Name_____

Description:

Describe Setting:A6310 carries Locust Grove Road over Wills Creek in Allegany County, Maryland. Locust Grove Road runs generally north-south at this location; Wills Creek flows generally east-west. The bridge is located in a rural wooded area with several commercial structures in view. A closed brick and stone arch bridge is located immediately to the south of A6310, and a steel suspension rail road bridge is located to the east.

Describe Superstructure and Substructure: The superstructure is a double span steel stringer with an open grid metal deck, metal curb and W-beam gaurdrails with metal channel posts mounted to the exterior beam. Each span length is 80', and the total bridge length is 169' 6". The beams and gaurdrails have extensive rust damage and are in need of cleaning and repainting. The substructure is stone masonry abutments and wing walls with one concrete solid shaft pier. The east bank of Wills Creek has a gabion retaining wall. There is some scour and undermining at the base of the pier due to channel flow. The abutments and wing walls are cracked and/or spalled; repointing and partial replacement is recommended.

Discuss Major Alterations: The documentary evidence for A6310 is sparse. It is indicated from the bridge files that the bridge was built in the early 1950's. It is likely that it was installed to supplement, and eventually replace, the brick and stone arch bridge to the south. There is no evidence that any major alterations have been made to the structure since that time, but this may not be the case.

History:

When Built:early 1950's
Why Built:local transportation needs
Who Built:
Why Altered:n/a
Was this bridge built as part of an organized bridge building campaign: No, it was likely built as a replacement bridge.

Surveyor Analysis:

AL-V-B-308

This bridge may have NR significance for association with:

__A Events __B Person

__C Engineering/Architectural

Was this bridge constructed in response to significant events in Maryland or local history:no

When the bridge was built and/or given a major alteration, did it have a significant impact on the growth and development of the area:no

Is the bridge located in an area which may be eligible for historic designation and would the bridge add to or detract from historic and visual character of the possible district:no

Is the bridge a significant example of its type: No, A6310 is a typical example of a steel stringer bridge of the mid 20th century.

Does the bridge retain integrity of the important elements described in the Context Addendum: The rolled I-beams are a primary CDE. There is no evidence that they have been replaced, but they are currently only in fair condition. The deck and floor system are secondary CDE's. Again, there is no documentary evidence of repairs, however, by looking at the deck it is obvious that a section of the metal grid has been replaced. The stone masonry abutments and concrete pier are primary CDE's. These are currently in fair condition as well and have been recommended for repairs in the near future. The age of the bridge (less than 50 years) and the fact that it is in need of structural repairs raises questions about its integrity.

Is the bridge a significant example of the work of the manufacturer, designer, and/or engineer and why:no

Should this bridge be given further study before significance analysis is made and why: Further study is not warranted for A6310 because of its age and its current condition.

AL-V-B-308

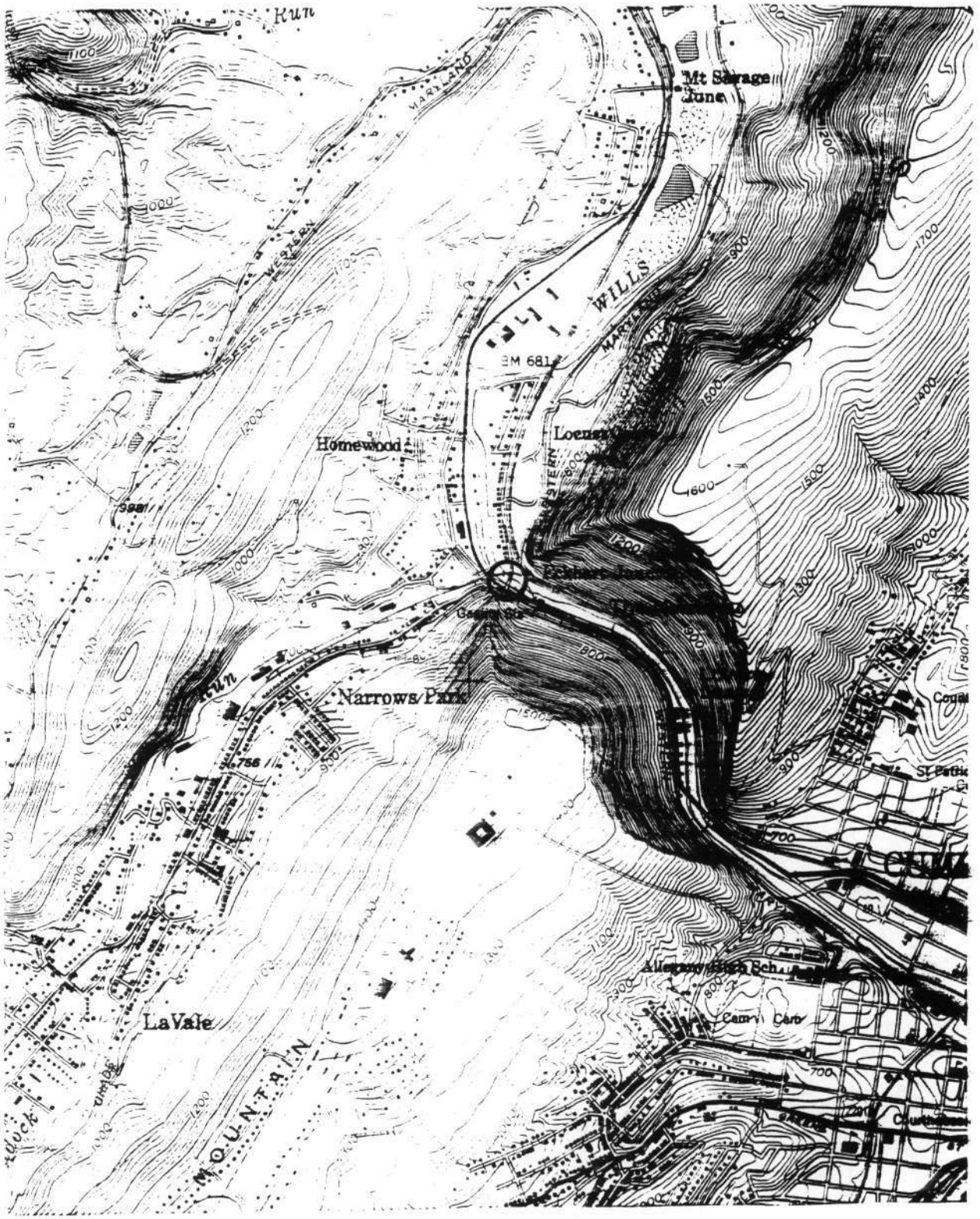
Bibliography:

Allegany County
v.d. Bridge Inspection Files.
Greiner, Inc.
1995 Historic Bridge Inventory Form.
Spero, P.A.C. & Company, and Louis Berger & Associates
1994 Historic Bridges in Maryland: Historic Bridge Context.
State Highway Administration
v.d. Bridge Inspection Files.
United States Geological Survey
1949 7.5' Cumberland Quadrangle, photorevised 1981.

Surveyor:

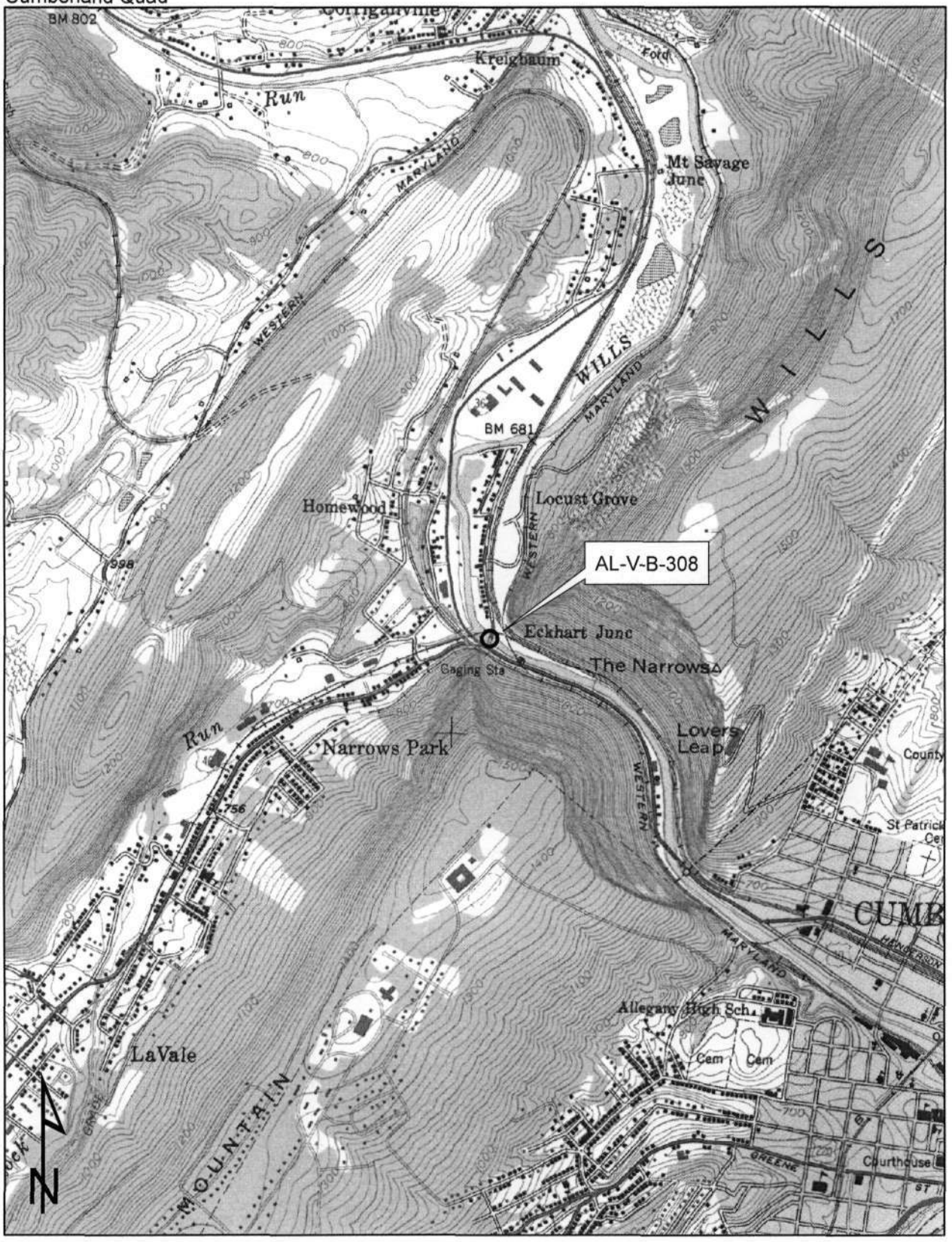
Name: Stephanie L. Bandy **Date:**September 1995
Organization: State Highway Admin. **Telephone:** (410) 321-2213
Address: 2323 West Joppa Road Brooklandville, MD 21022

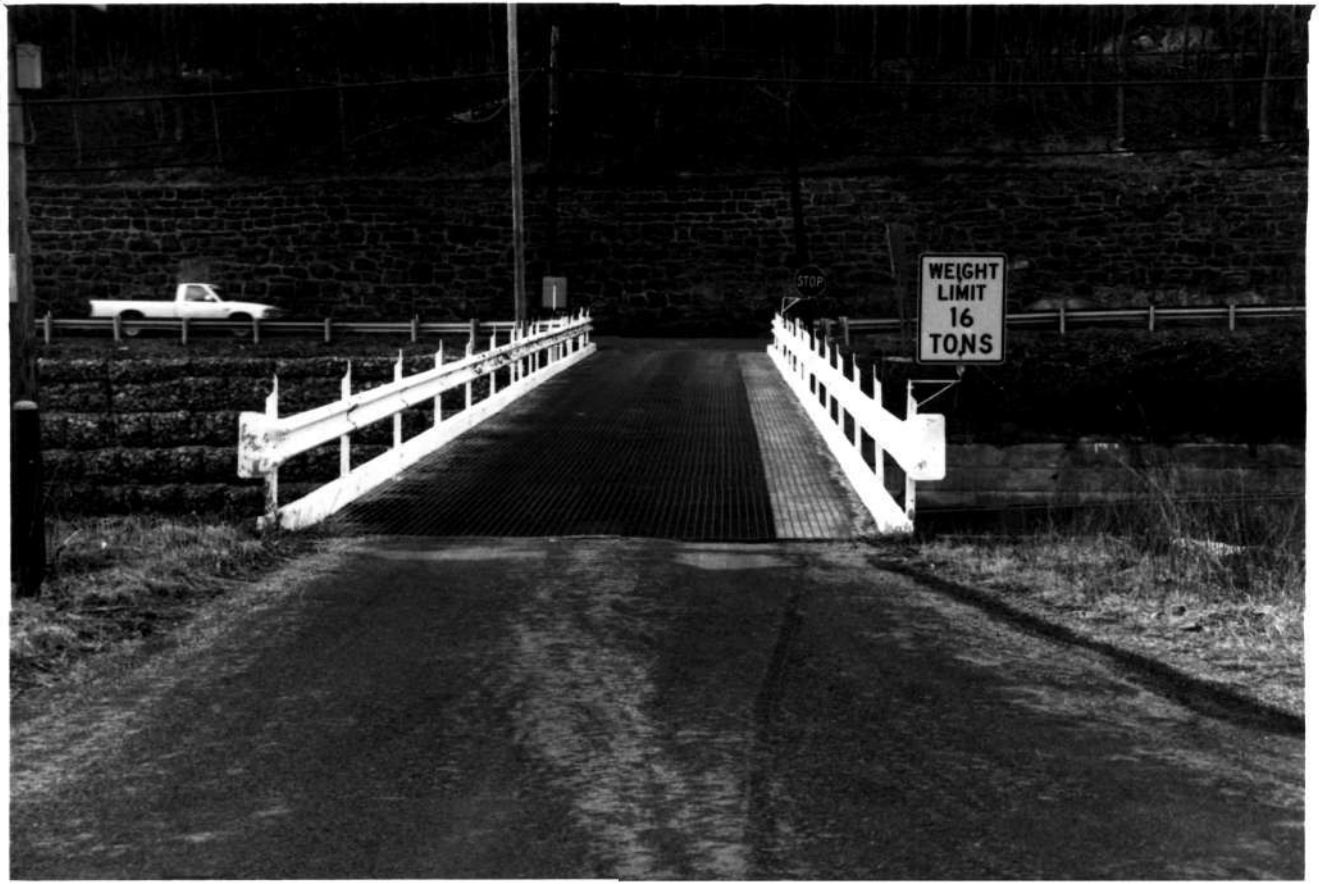
AL-V-B-308



Location of Bridge Number A6310 on the **CUMBERLAND** 1949 USGS 7.5 Quadrangle.

AL-V-B-308
Bridge A-6310
Locust Grove Road over Wills Creek
La Vale
Cumberland Quad




STOP
WEIGHT
LIMIT
16
TONS

AL-V-B-308

BR # 20A6310
WILLIS CREEK
ALLEGANY CO., MD
CHARLES ZIEGLER
2/2/95
S. H. A.

WEST APPROACH

1 OF 5

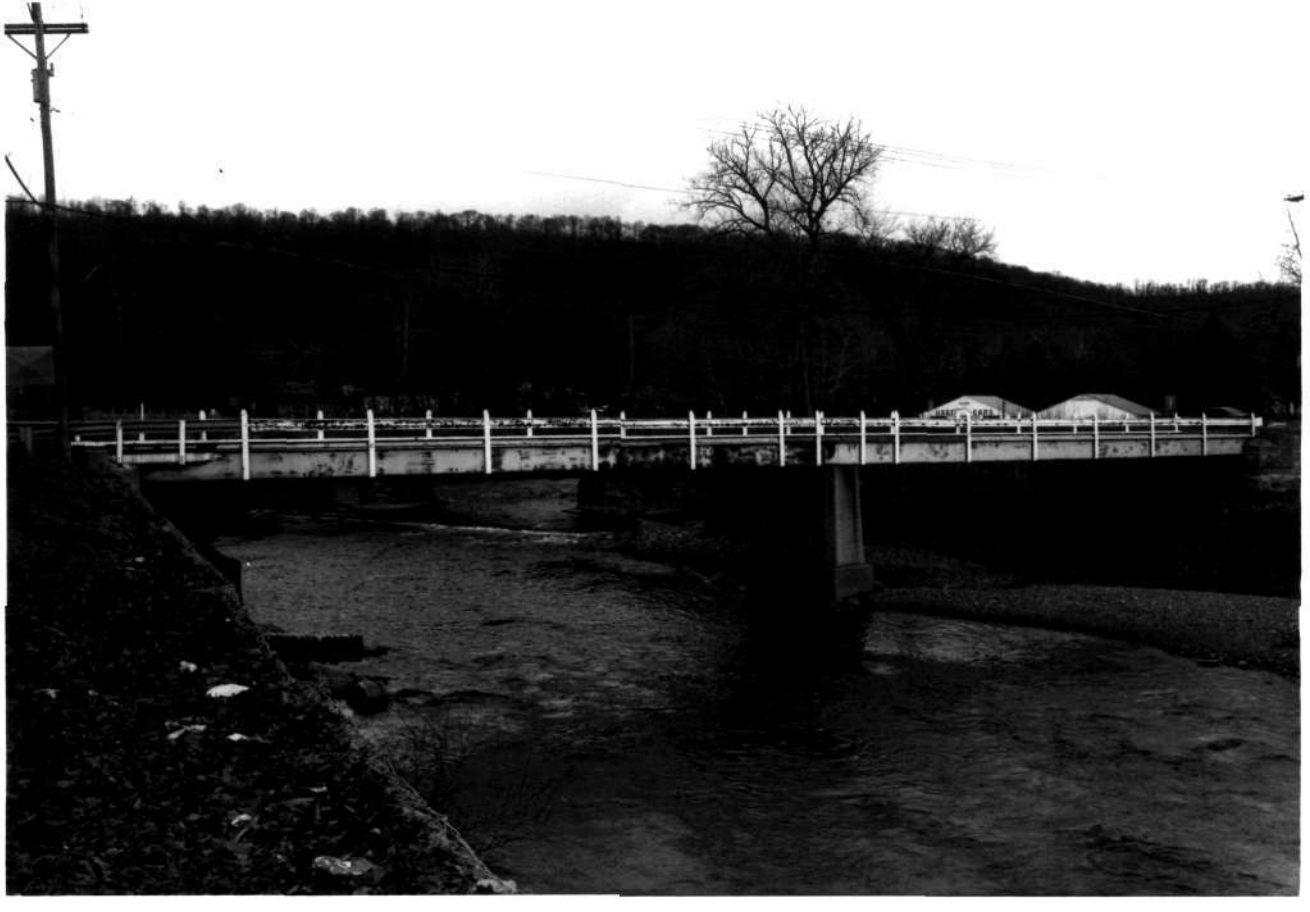

WEIGHT
LIMIT
16
TONS

AL-V-B-308

BR #20A6310
WILLIS CREEK
ALLEGANY CO., MD.
CHARLES ZIEGLER
2/2/95
S. H. A.

EAST APPROACH

2 OF 5



AL-V-B-308

BR#2046310
WILLIS CREEK
ALLEGANY CO., MD
CHARLES ZIEGLER
2/2/95
S. H. A

NORTH ELEVATION (DOWNSTREAM)

3 OF 5

AL-V-B-308

BR # 20A6310
WILLIS CREEK
ALLEGANY CO., MD.
CHARLES ZIEGLER
2/2/95
S. H. A.

CLOSED BRIDGE TO SOUTH

4 OF 5

AL-V-B-308

BR #20A6310
WILLIS CREEK
ALLEGANY CO., MD
CHARLES ZIEGLER
2/2/95
S. H. A.

SOUTH ELEVATION (UPSTREAM)

5 OF 5